

IN THE CLAIMS:

1. (Currently Amended) A motor comprising a rotor and a stator, arranged between an internal combustion engine and a transmission for a hybrid vehicle, the rotor comprising:

a drive plate which connects a crank shaft of said engine to said transmission;

a rotor base section mounted on said drive plate orthogonal to an axis of said crank shaft, and

a plurality of magnets having pole faces facing in a direction along said axis mounted on said rotor base section; and the stator comprising:

a plurality of conductive coils arranged so as to face the magnets of said rotor in a direction along said axis, wherein:

mounting sections for the magnets on said rotor base section are highly rigid sections having a predetermined rigidity, and non-mounting sections of the rotor base section where the magnets are not mounted are resilient sections allowing a predetermined elastic deformation, wherein the mounting sections and the non-mounting sections are arranged in alternation with each other.

2. (Original) The motor for a hybrid vehicle according to claim 1, wherein said drive plate and said rotor base section are integrally formed by press-forming.

3-4. (Canceled)

5. (Currently Amended) A motor for a hybrid vehicle according to claim [[3]]
1, wherein said resilient ~~section~~is sections are provided so as to be inclined with
respect to a radial direction of said rotor.

6. (Canceled)

7. (Currently Amended) A motor for a hybrid vehicle according to claim [[3]]
1, wherein ribs are formed in said highly rigid section for suppressing deformation.

8-9. (Canceled)

10. (Currently Amended) A motor for a hybrid vehicle according to claim [[3]]
1, wherein a plate thickness of said each highly rigid section is thicker than the plate
thickness of said each resilient section.

11. (Canceled)

12. (Currently Amended) A motor for a hybrid vehicle according to claim [[3]]
1, wherein said each resilient section has ~~apertures~~ an aperture which ~~induce~~ induces
deformation.

13. (Canceled)